

**"Engine Control System Fault" Warning/Fault Memory Entry for Engine-Compartment Blower (P1BF600/P1BF700) in the DME Control Unit (150/21)**

Vehicle Type: **911 Carrera (992)/911 Carrera S (992)/911 Carrera 4 (992)/911 Carrera 4S (992) 911 Turbo (992)/911 Turbo S (992)**

Model Year: **As of 2020 up to 2021**

Concerns: **Engine electronics (DME) control unit**

- Information:
- The yellow warning '**Engine control system fault – Driving permitted**' is displayed in the instrument cluster.
  - The fault memory entry '**P1BF600 – Engine-compartment blower 1 (left) – signal implausible**' and/or the fault memory entry '**P1BF700 – Engine-compartment blower 2 (right) – signal implausible**' is stored in the fault memory of the DME control unit. This can be caused by a high-frequency fault on the pulse width modulation line of the purge fan.

Action required: In the event of a customer complaint, re-program the DME control unit using PIWIS Tester software version **40.350.050** or a higher version.



**Information**

The remedial action described here only applies if one of the two fault memory entries mentioned - 'P1BF600 – Engine-compartment blower 1 (left) – signal implausible' or 'P1BF700 – Engine-compartment blower 2 (right) – signal implausible' - **occurs by itself and without any other fault memory entries for the engine compartment purge fan**. If the fault occurs together with other fault memory entries for the engine compartment purge fan, the fault must be found and corrected separately.



**Information**

The total time required for control unit programming is **approx. 12 minutes**.

**Required tools**



**Information**

**Lithium starter batteries** must only be charged using a **suitable battery charger** that has a current and voltage-controlled charge map.

For further information about the battery chargers to be used, see ⇒ *Workshop Manual '270689 Charging battery/vehicle electrical system'*.

- Tools:
- Battery charger with a current rating of **at least 90 A** and, if required, **also with a current and voltage-controlled charge map** for lithium starter batteries, e.g. **VAS 5908 battery charger, 90A**
  - **9900 - PIWIS Tester 3** with PIWIS Tester software version **40.350.050** (or higher) installed

### Preparatory work



#### WARNING

Electrically moved side windows and rear spoiler

- Danger of limbs being trapped or severed
  - Risk of damage to components
- ⇒ Do not reach into the danger area.
- ⇒ Keep third parties away from the danger area.
- ⇒ Do not move components or tools into the danger area.
- ⇒ Retract roll-up sun blinds on the rear side windows before starting programming or coding.

#### NOTICE

Fault entry in the fault memory and control unit programming aborted due to undervoltage.

- Increased current draw during diagnosis or control unit programming can cause a drop in voltage, which can result in one or more fault entries and the abnormal termination of the programming process.
- ⇒ Before getting started, connect a suitable battery charger with a current rating of at least 90 A to the jump-start terminals.

#### NOTICE

Control unit programming will be aborted if the WiFi connection is unstable.

- An unstable WiFi connection can interrupt communication between the PIWIS Tester and the vehicle communication module (VCI). As a result, programming may be aborted.
- ⇒ During control unit programming, always connect the PIWIS Tester to the vehicle communication module (VCI) via the USB cable.

#### NOTICE

Control unit programming will be aborted if the driver's key is not recognized

- If the driver's key is not recognized in the vehicle, programming cannot be started or will be interrupted.
- ⇒ Place the driver's key with the back facing down in front of the lock opening for the center console cover to guarantee a permanent radio link between the vehicle and driver's key.

Work Procedure: 1 Carry out general preliminary work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming - section on "Preliminary work"*.

### Re-programming DME control unit

**NOTICE**

**Use of a PIWIS Tester software version that is older than the prescribed version**

- Measure is ineffective
- ⇒ **Always use the prescribed version or a higher version of the PIWIS Tester software for control unit programming and coding.**

Work Procedure: 1 The basic procedure for programming a control unit is described in the Workshop Manual ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Programming"*.

**Specific information on control unit programming in the context of this Technical Information:**

Required PIWIS Tester software version:	<b>40.350.050</b> (or higher)
Type of control unit programming:	Control unit programming using the ' <b>Automatic programming</b> ' function of the DME control unit:  ' <b>Engine electronics (DME)</b> ' control unit – ' <b>Coding/programming</b> ' menu – ' <b>Automatic programming</b> ' function.
Programming sequence:	Read and follow the <b>information and instructions on the PIWIS Tester</b> during the guided programming sequence. During the programming sequence, the <b>DME control unit is re-programmed</b> and then <b>re-coded automatically</b> .  <b>Do not interrupt programming and coding.</b>  Once the control units have been programmed and coded, you will be prompted to switch the ignition off and then back on again after a certain waiting time.  Backup documentation of the new software versions is then performed.
Programming time (approx.):	<b>12 minutes</b>

Data record (software part number and software version) programmed for the DME control unit during programming:	See ⇒ <i>Technical Information '9X00IN Overview of the programmed DME software versions'</i> .  The software part number and software version of the programmed data record are based on the specified PIWIS Tester software version. Please note that this may have changed in a higher version.
Procedure in the event of abnormal termination of control unit programming:	<ul style="list-style-type: none"> <li>• Switch ignition off and then on again.</li> <li>• Read out and erase the fault memory. ⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"</i></li> <li>• Repeat control unit programming by restarting programming.</li> </ul>
Procedure in the event of error messages appearing during the programming sequence:	⇒ <i>Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Fault finding"</i> .

### Overview of the programmed DME software versions



#### Information

The software part number and software version of the programmed data record are based on the specified PIWIS Tester software version. Please note that this may have changed in a higher version.

Overview:

#### 911 Carrera/911 Carrera 4

Exhaust emission standard	Equipment	Software Part No.	Software version
<b>EU6W</b> (M-no. 7GH) (M-no. 7MJ) (M-no. 7MM)	PDK	992906021BC	0001
<b>C6b</b> (M-no. 7CM)	PDK	992906021BD	0001
<b>LEV3/Tier3</b> (M-no. 7CE)	PDK	992906021BB	0001
<b>EU6 AP</b> (M-no. 4BI)	PDK	992906021BE	0001

**911 Carrera S/911 Carrera 4S**

Exhaust emission standard	Equipment	Software Part No.	Software version
<b>EU6W</b> (M-no. 7GH) (M-no. 7MJ) (M-no. 7MM)	PDK	992906020BS	0001
<b>C6b</b> (M-no. 7CM)	PDK	992906020BT	0001
<b>LEV3/Tier3</b> (M-no. 7CE)	PDK	992906020BQ	0001
<b>LEV3/Tier3</b> (M-no. 7CE)	Manual transmission	992906020BR	0001
<b>EU6 AP</b> (M-no. 4BI)	PDK	992906020CA	0001
<b>EU6 AP</b> (M-no. 4BI)	Manual transmission	992906020CB	0001

**911 Turbo**

Exhaust emission standard	Equipment	Software Part No.	Software version
<b>EU6W</b> (M-no. 7GH) (M-no. 7MJ) (M-no. 7MM)	PDK	992906027T	0001
<b>LEV3/Tier3</b> (M-no. 7CE)	PDK	992906027S	0001
<b>EU6 AP</b> (M-no. 4BI)	PDK	992906027R	0001

**911 Turbo S**

Exhaust emission standard	Equipment	Software Part No.	Software version
<b>EU6W</b> (M-no. 7GH) (M-no. 7MJ) (M-no. 7MM)	PDK	992906026T	0001
<b>C6b</b> (M-no. 4BD)	PDK	992906026AA	0001

<b>LEV3/Tier3</b> (M-no. 7CE)	PDK	992906026S	0001
<b>EU6 AP</b> (M-no. 4BI)	PDK	992906026R	0001

### Concluding work

Work Procedure: 1 Carry out general subsequent work for control unit programming as described in ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester - section on "Subsequent work"*.

### Invoicing

For documentation and invoicing in the event of a warranty claim, specify the required labor operations and the specified PQIS coding in the warranty claim, depending on the required scope of work.

APOS	Labor operation	I No.
24702540	Programming DME control units	

PQIS coding

<b>Location (FES5)</b>	19810	Engine-compartment blower
<b>Damage type (SA4)</b>	6047	Diagnostic error

References: ⇒ *Workshop Manual '270689 Charging battery/vehicle electrical system'*  
 ⇒ *Workshop Manual '9X00IN Basic instructions and procedure for control unit programming using the PIWIS Tester'*

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